

October 2021

Proposed Transit Service Changes

Public Meetings
February 20th & 23rd , 2021



City Council Strategic Priority Performance Measures

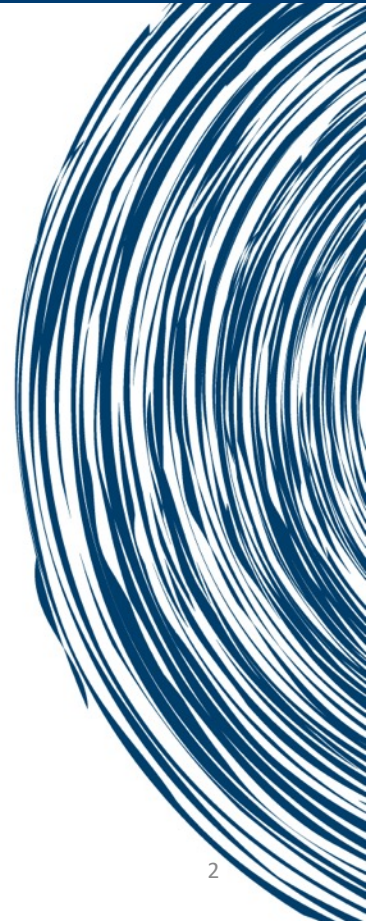


Quality of Life 3.26

Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.

Quality of Life 3.29

Achieve ratings of “Very Satisfied” or “Satisfied” with the “Overall Satisfaction with Transit System in Tempe” greater than or equal to 80% as measured by the City of Tempe Transit Survey.



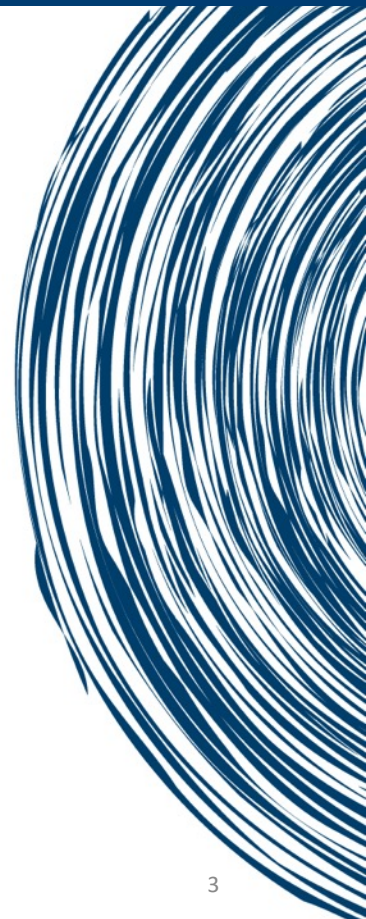
Agenda



- Transit Fund Balancing: Forecast ,Trends, Progress so far
- Proposed October 2021 Transit Service Changes
 - Local Bus Span of Service Reduction
 - Orbit Mercury Frequency Reduction
 - Guadalupe Road – Service Optimization
- Next Steps
 - Advertising RFI
 - Public Outreach
 - Transit Service Efficiencies
 - Transit Fund Forecast Update: February

Council Direction:

- Approval of October 2021 Service Change Approach



Tempe Transit Tax Program Elements



14 arterial bus routes



6 Orbit routes & FLASH



2 Express bus routes



Paratransit



6 miles of light rail with 9 stations



Streetcar



Multi-modal friendly streetscapes



38 miles of shared use paths

Transit Fund and Current Trends



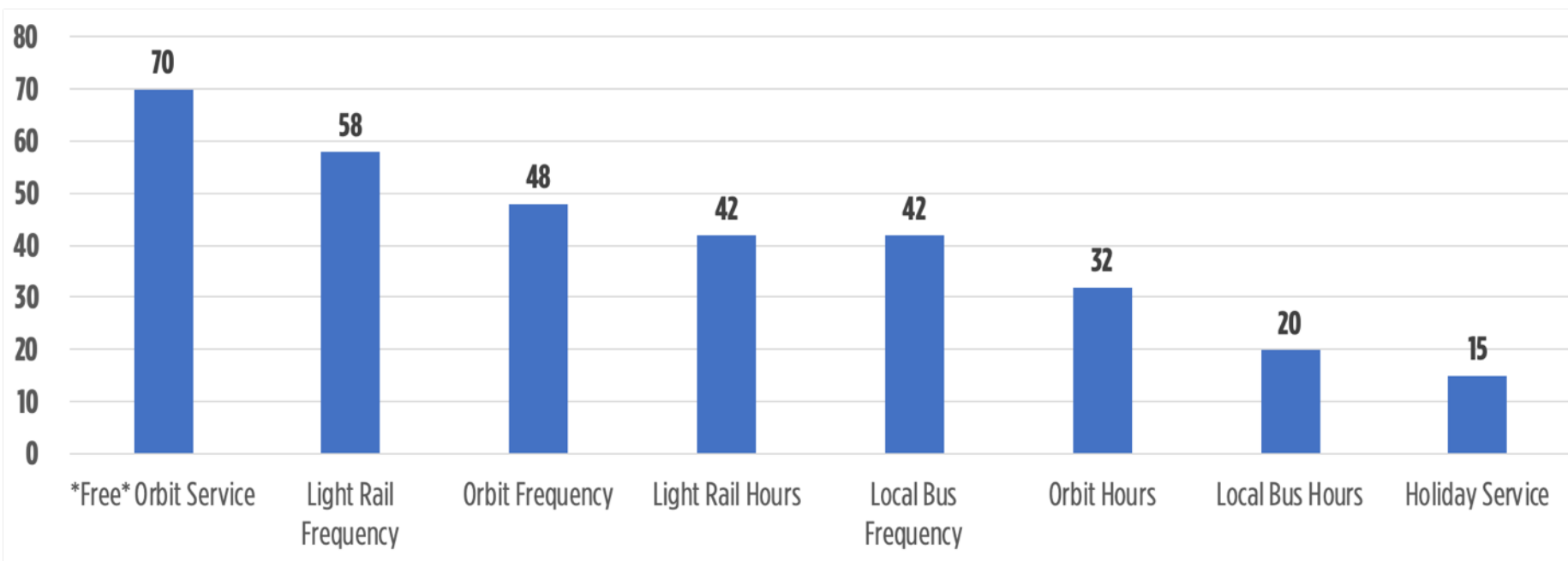
- Significant **local** investment in transit
- Successful – highest utilization per capita
- Current Trends
 - Reduction in farebox recovery: Enforcement of reduced fare, aging equipment, reduced ridership
 - Increasing transit service costs: Security, State of Good Repair, Contract and Overhead costs
 - Uncertain economic climate due to COVID-19
- Near-Term Strategy: Reduce transit service expenditures while striving to minimize public impacts
- Long-Term Strategy: Identify large-scale opportunities to reduce costs and control growth, analyze transit service agreements, maintain control of cost drivers



Community Values Summary (Fall, 2020)



 Help us understand the areas of our system that are most important to you. SELECT UP TO 3 areas that are most important to keep.

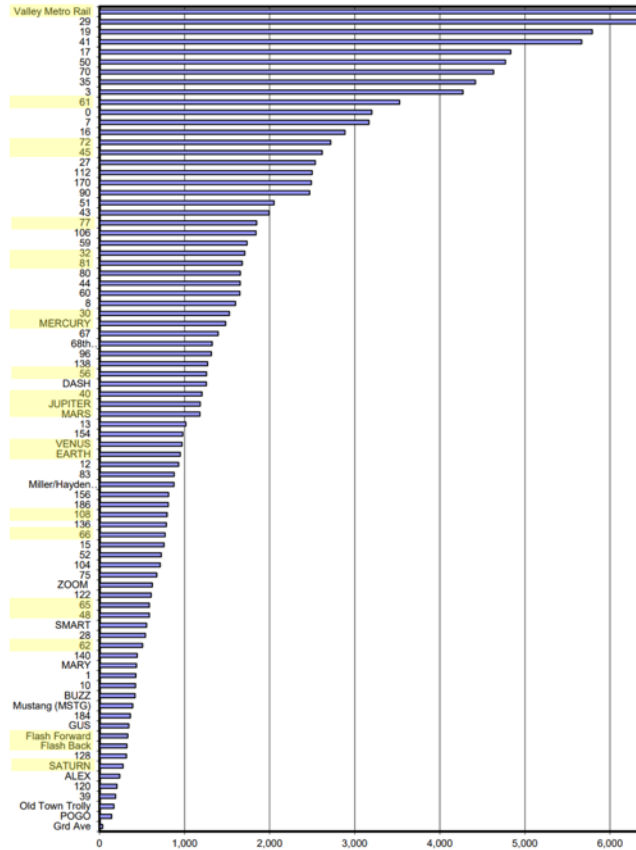


Regional Ridership Data



- Regional ridership data
- Local ridership data
 - By Route
 - By Time of Day
- Cost data
- Performance Ranking
- Goal: Identify lower-impact areas; Reduce Costs by proposing reductions that minimize impacts to transit ridership

Weekday Local/Circulator Average Boardings Per Day FY2020



	Performance Rank	Route	Cost per Boarding (FY20)
Lower Performing →	24	520 - Express	\$ 25.35
	23	521 - Express	\$ 21.62
	22	522 - Express	\$ 21.36
	21	Orbit Saturn	\$ 18.96
	20	62 - Hardy/Guadalupe	\$ 16.72
	19	40 - Apache	\$ 13.26
	18	48 - 48th/Rio Salado	\$ 10.85
	17	108 - Elliot	\$ 10.16
	16	32- 32nd St	\$ 9.29
	15	Orbit Earth	\$ 7.93
← Higher Performing	14	30 - University	\$ 7.89
	13	FLASH	\$ 7.34
	12	65 - Mill/Kyrene	\$ 7.18
	11	77 - Baseline	\$ 6.04
	10	72 - Scottsdale/Rural	\$ 5.82
	9	81 - McClintock	\$ 5.75
	8	66 - Mill/Kyrene	\$ 5.59
	7	Orbit Venus	\$ 5.34
	6	56 - Priest	\$ 5.27
	5	61 - Southern	\$ 5.11
	4	Orbit Mars	\$ 4.96
	3	Orbit Jupiter	\$ 4.82
	2	45 - Broadway	\$ 4.68
	1	Orbit Mercury	\$ 3.56

Local Bus Span of Service Reduction



Existing Span:

- 5am – 1am (Monday - Saturday)
- 5am – 10:30pm (Sunday)

Proposed Span:

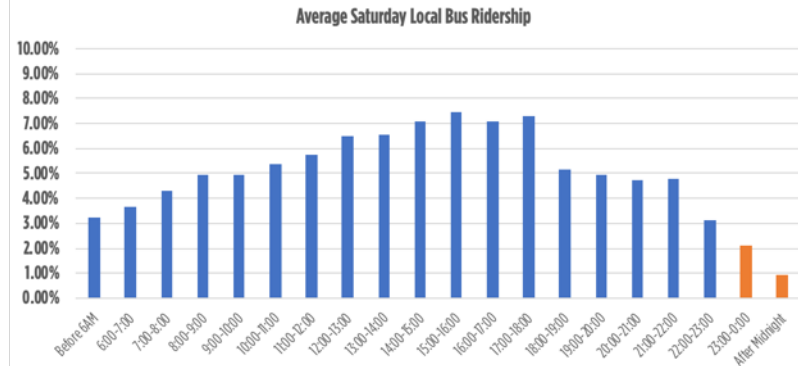
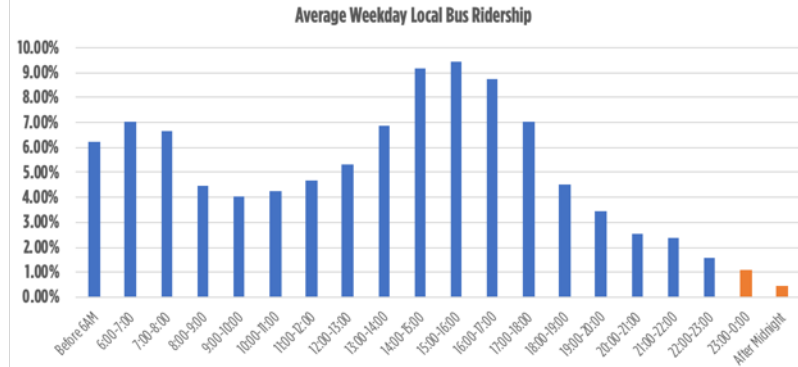
- 5am – 11pm (Monday – Saturday)
- 5am – 10:30pm (Sunday – no change)

Proposed based on Community Values Survey

Impacts to lowest-ridership hours

Equitable, consistent, city-wide change

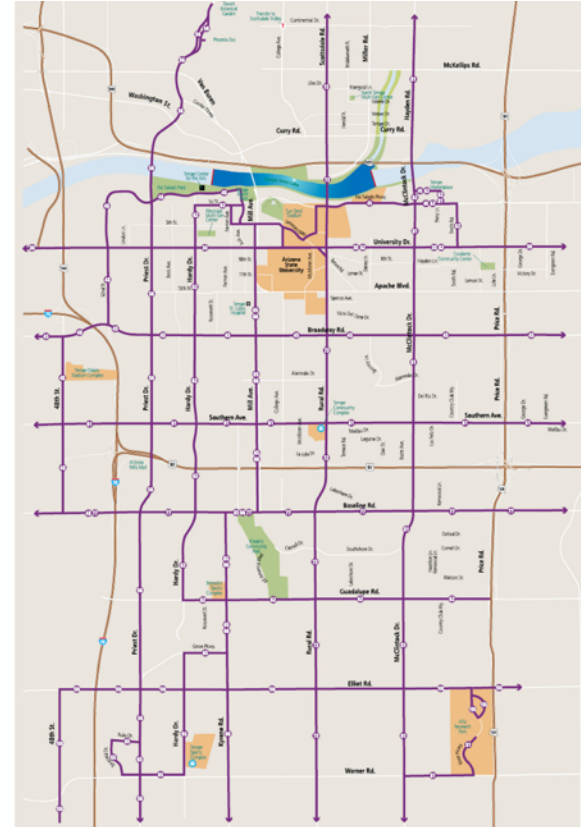
Alignment with most East Valley cities



Local Bus Span of Service Reduction



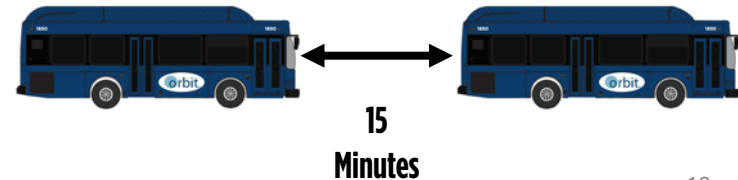
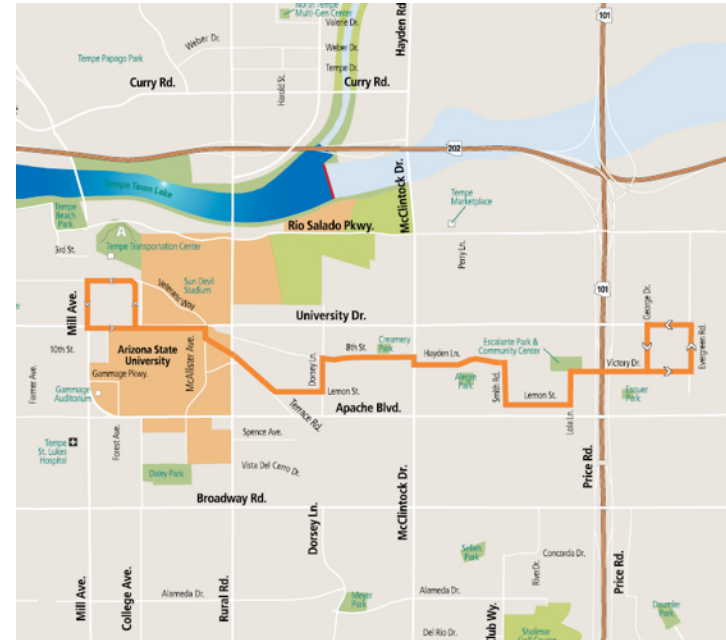
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- Proposed Span:
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- Proposed based on Community Values Survey
- Impacts to lowest-ridership hours
- Equitable, consistent, city-wide change
- Alignment with most East Valley cities



Orbit Mercury Frequency Reduction



- Existing Weekday Frequency:
 - 10-minute weekday daytime
 - 15-minute weekday evening
- Proposed Weekday Frequency:
 - 15-minute all-day
- Consistent with most other Orbit routes
- Higher frequency addressed past capacity issues
- 2017 - New Orbit buses further enhanced capacity
- 2020 - Reduced ridership due to COVID-19
- Will monitor service as ridership returns



Guadalupe Road (Route 62, Orbit Saturn) Optimization



- Options to address low efficiency/high cost per boarding

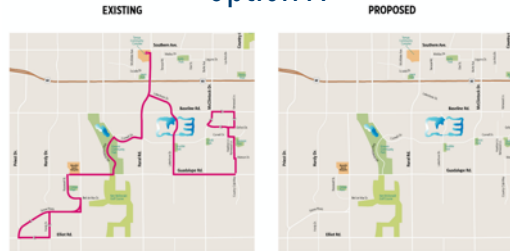
- Option A:

- Eliminate Orbit Saturn

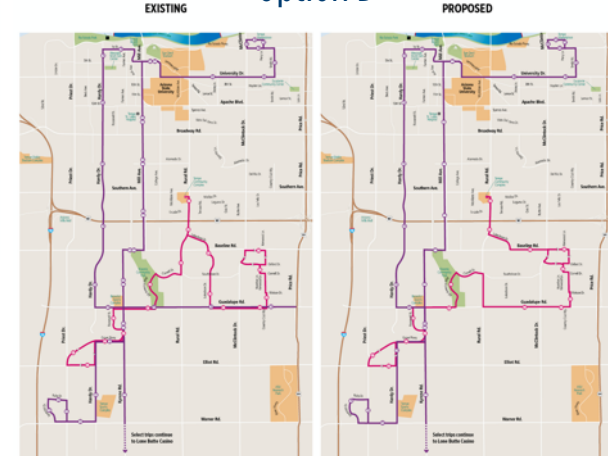
- Option B:

- Realign Orbit Saturn
 - Eliminate Route 65
 - Enhance Route 66
 - Realign Route 62

Option A



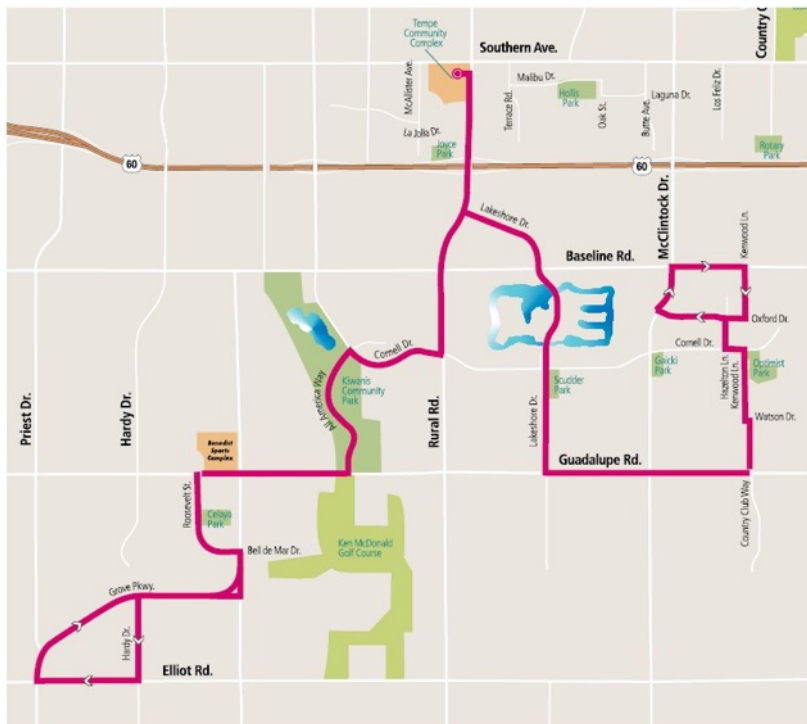
Option B



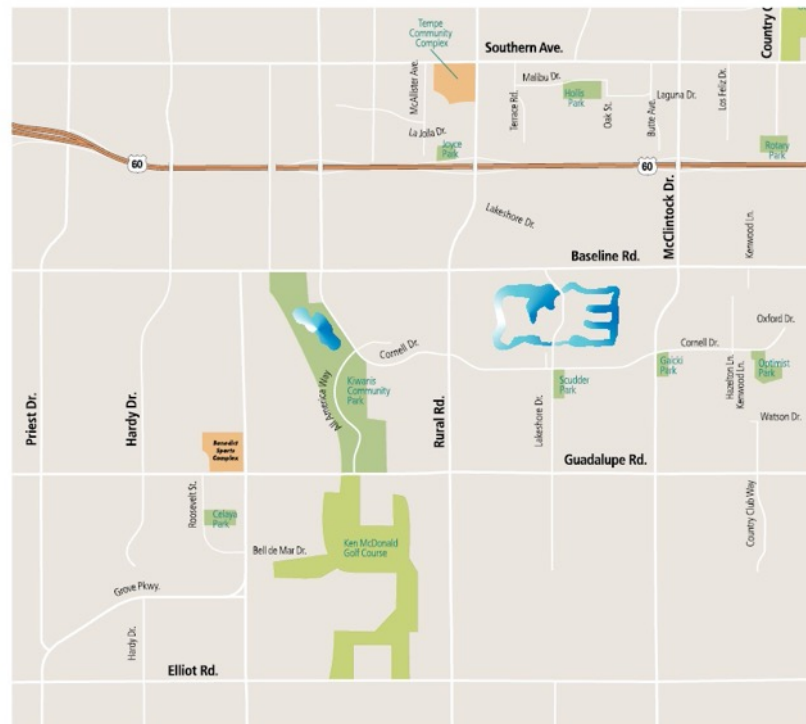
Eliminate Orbit Saturn (Option A)



EXISTING



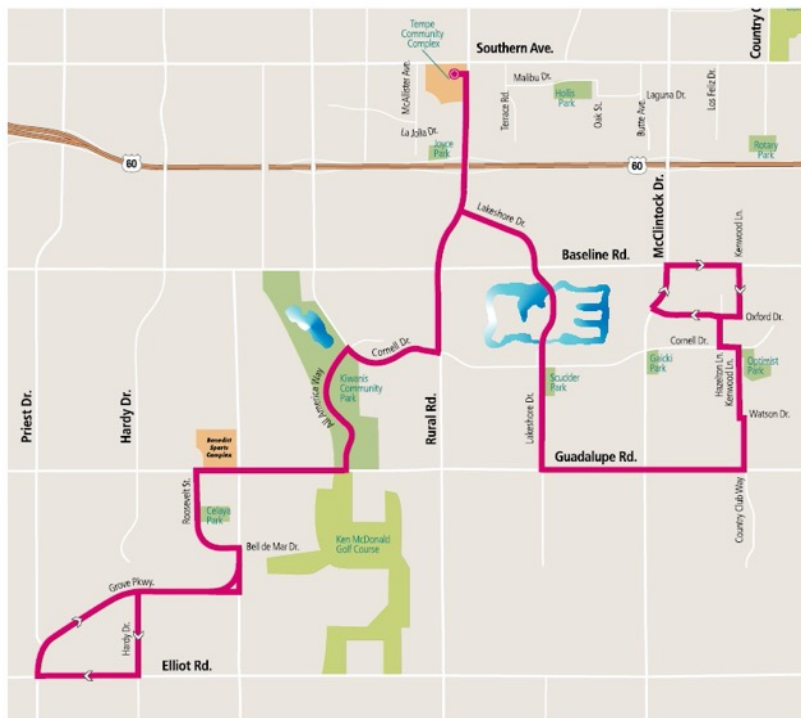
PROPOSED



Realign Orbit Saturn (Option B)



EXISTING



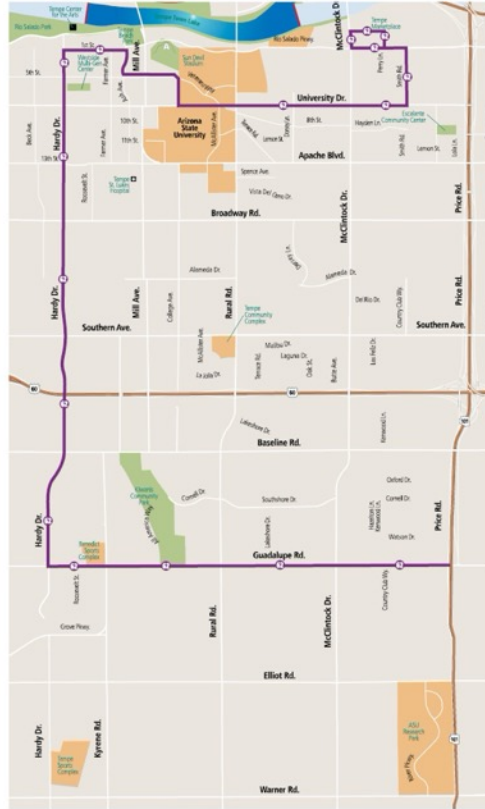
PROPOSED



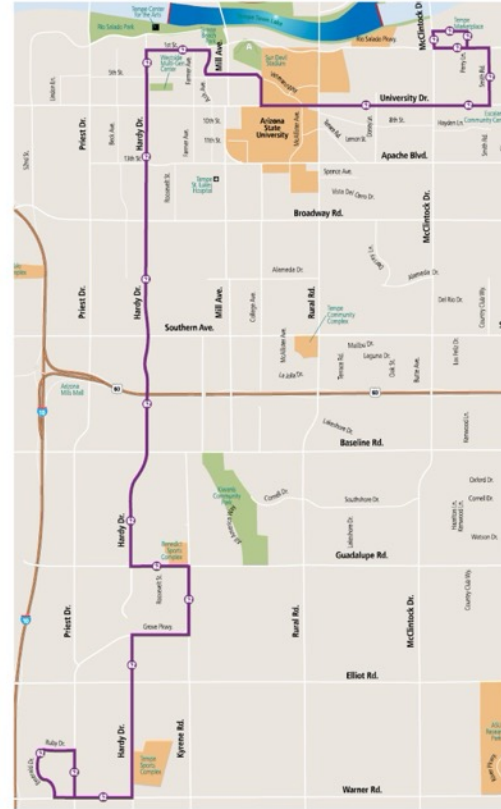
Realign Route 62 (Option B)



EXISTING



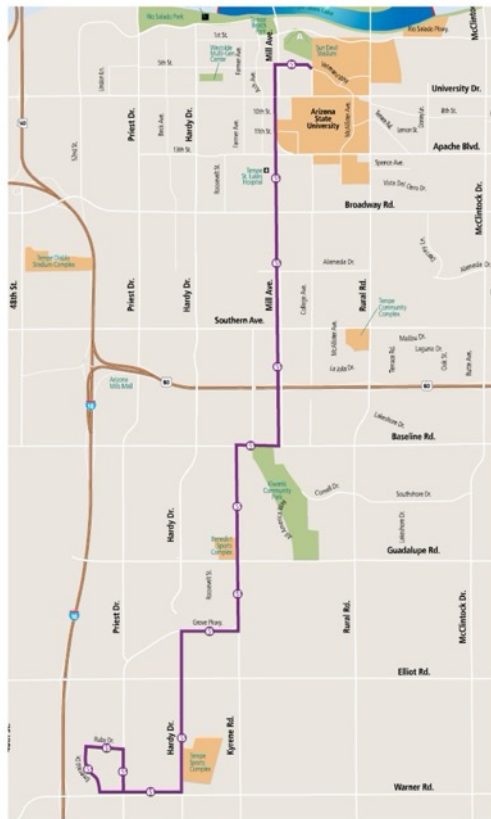
PROPOSED



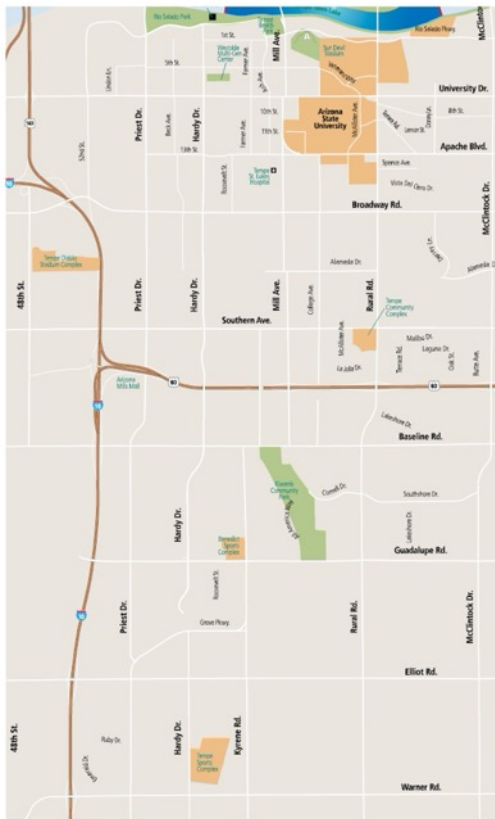
Eliminate Route 65 (Option B)



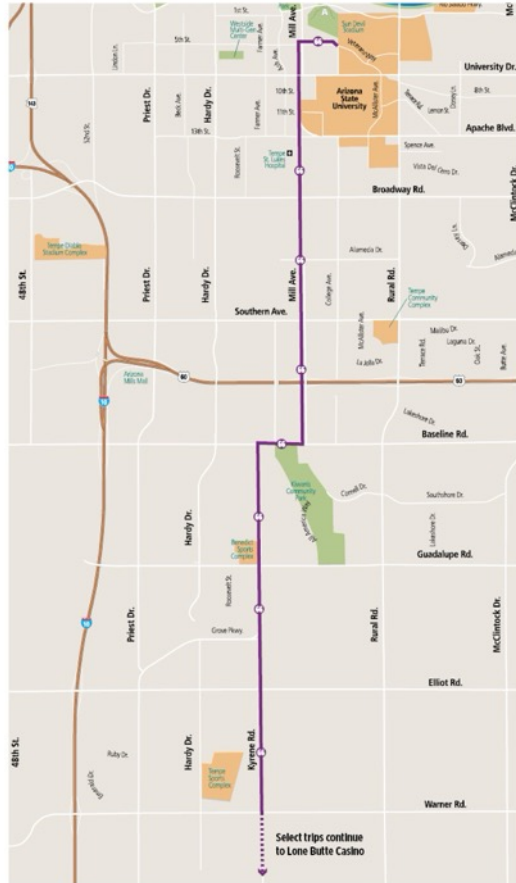
EXISTING



PROPOSED



Enhance Route 66 (Option B)



EXISTING

Frequency: every 30-60 minutes

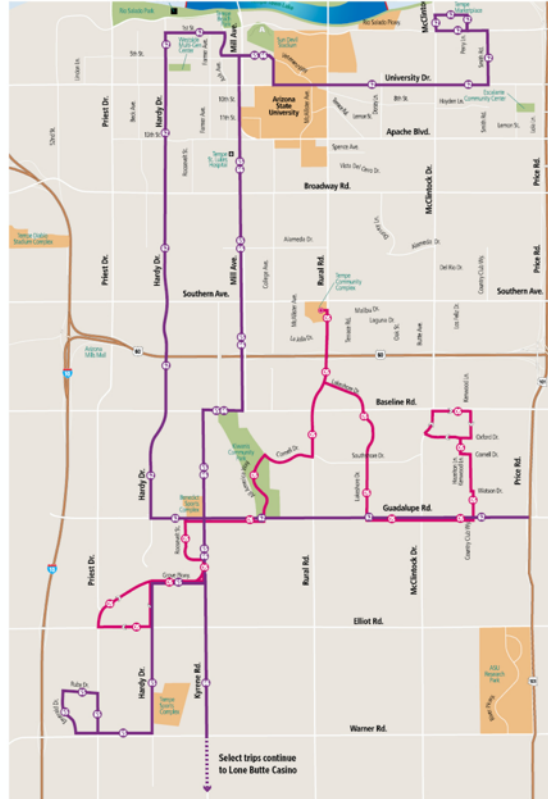
PROPOSED

Frequency: every 30 minutes, with additional trips between Elliot Road and Downtown Tempe during weekday peak.

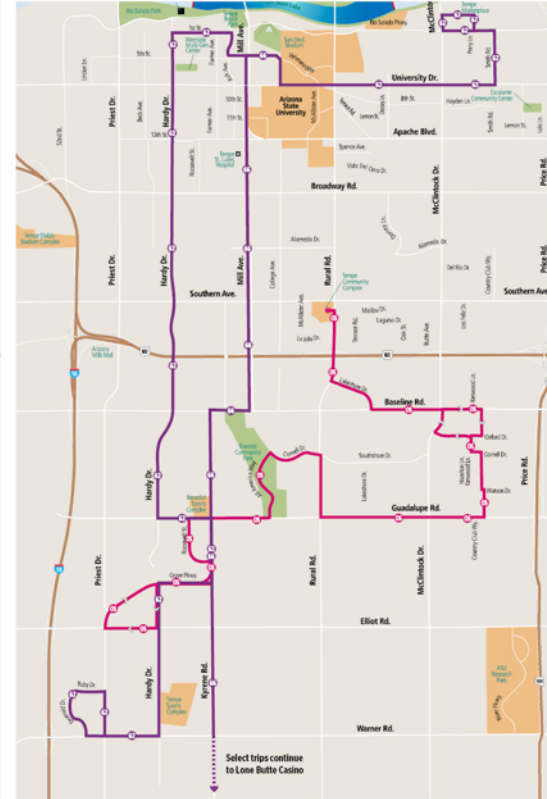
Option B – Orbit Saturn & Routes 62, 65 and 66



EXISTING



PROPOSED

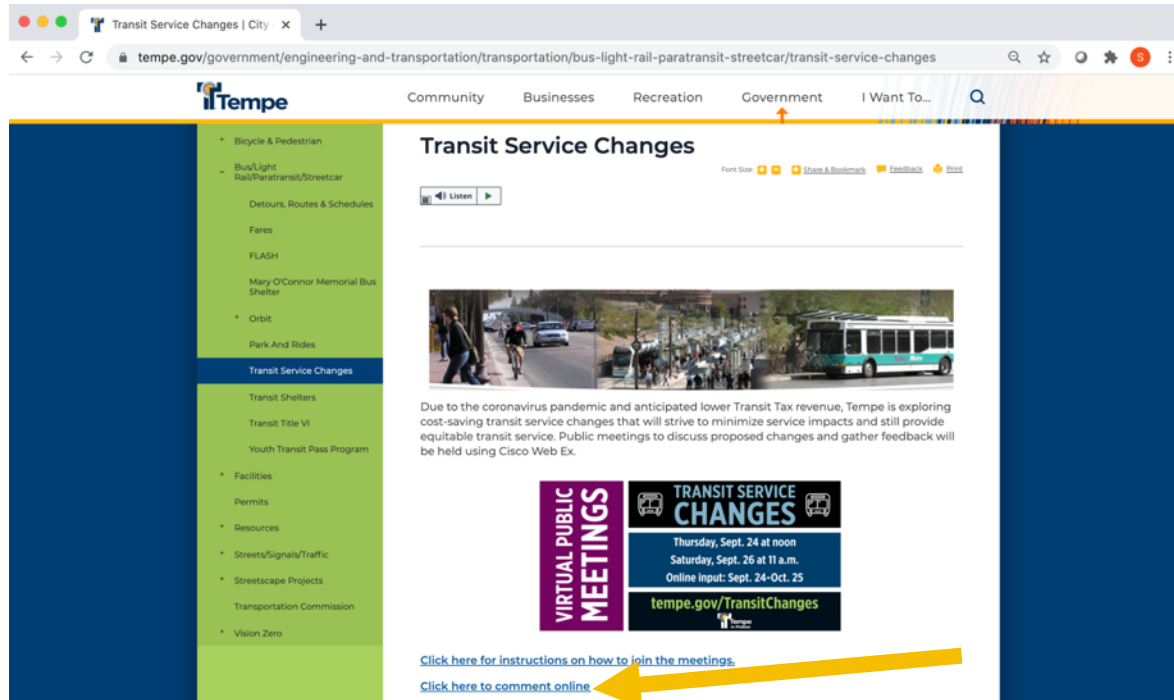


Transit Service Changes – Online Survey



 www.tempe.gov/transitchanges

Public Comment: February 20th – March 21st



The screenshot shows the City of Tempe website with the 'Transit Service Changes' page. The left sidebar contains a navigation menu with categories like 'Bicycle & Pedestrian', 'Bus/Light Rail/Paratransit/Streetcar', 'Detours, Routes & Schedules', 'Fares', 'FLASH', 'Mary O'Connor Memorial Bus Shelter', 'Orbit', 'Park And Rides', 'Transit Service Changes' (highlighted), 'Transit Shelters', 'Transit Title VI', 'Youth Transit Pass Program', 'Facilities', 'Permits', 'Resources', 'Streets/Signals/Traffic', 'Streetscape Projects', 'Transportation Commission', and 'Vision Zero'. The main content area has a heading 'Transit Service Changes' and a subheading 'Due to the coronavirus pandemic and anticipated lower Transit Tax revenue, Tempe is exploring cost-saving transit service changes that will strive to minimize service impacts and still provide equitable transit service. Public meetings to discuss proposed changes and gather feedback will be held using Cisco Web Ex.' Below this is a section for 'VIRTUAL PUBLIC MEETINGS' with the following details:

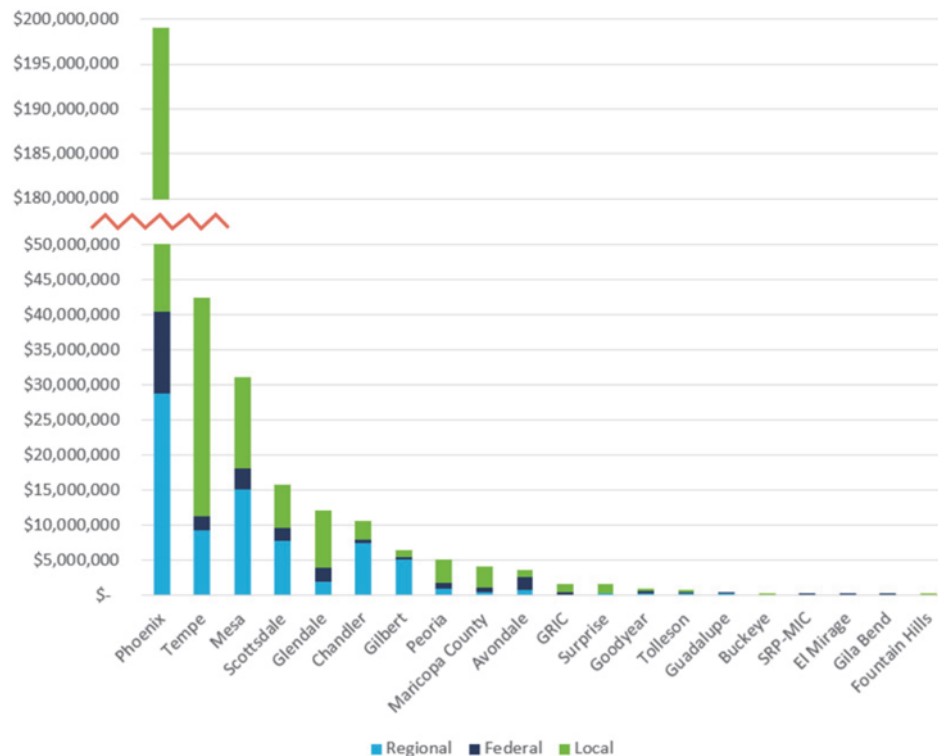
- TRANSIT SERVICE CHANGES**
- Thursday, Sept. 24 at noon
- Saturday, Sept. 26 at 11 a.m.
- Online input: Sept. 24-Oct. 25
- tempe.gov/TransitChanges

At the bottom of the page, there are two links: 'Click here for instructions on how to join the meetings.' and 'Click here to comment online.' A yellow arrow points to the 'Click here to comment online.' link.

Transit Funding and Operating Models



- Tempe's service is majority-locally funded
- FTA Tier-1 Agency
 - Size and Level of Investment
 - Tempe, Phoenix, and Valley Metro



- Continue monitoring budget forecasts (February)
 - \$9.5M recurring reductions assumed
- Conduct outreach with Valley Metro for proposed October 2021 service changes
- Develop future (April 2022 and beyond) service change proposals as necessary
- Continue discussions with Valley Metro
 - Monitor costs and growth
 - Tempe Streetcar annual operations costs
- Thorough review of bus service agreements (expires June 30, 2023)



Next Steps for 2021



- Jan. 12th - Transportation Commission
- Jan. 21st - Council Issue Review Session
- Feb. - Commission Meetings (Disability, NAC, MYAC)
- Feb. 20th and 23rd - Tempe Community Public Meetings
- Feb. 20th - Mar. 21st - Tempe Community Comment Period
- Apr. 13th - Transportation Commission
- May 3rd - Jun. 4th: Valley Metro Outreach & Comment Period
- May 6th - Council Issue Review Session (for approval)
 - Advertising Direction
 - Regional context for bus service operations and funding
- May 19th - Valley Metro Virtual Public Hearing (tentative)
- Oct. 25th - Service Changes Implemented